

STILL A THEME FOR TALK

Retaliatory Action of the Union Pacific the Occasion of Many Divergent Views.

MR. GOULD'S SHARE IN THE TRANSACTION

He Knew Nothing of the Order, Chicago to the Contrary Notwithstanding—How it Affects Business—Transcontinental Steamship Agreement.

Railroad circles are greatly perturbed by the recent action of the Union Pacific in refusing to interchange one-way passenger business with the Rock Island, the Atchafalpa and Burlington. This action on the part of the Union Pacific furnishes a subject for conversation in every railway office in the country.

Both sides are loaded with facts and figures showing that the other side is getting the worst of the contest, but the one fact to patent business under the present plan before the trouble began. Higher commissions are being paid and rates are being cut on the quiet which, of course, has a tendency to demoralize business and the outcome is being watched with feverish anxiety by those directly interested.

It is really the harvest of the coupon agent and he is cutting his hay while the sun shines. The assertion of a Chicago paper that Jay Gould's last official act was to approve the subsequent notice of the Union Pacific refusing to interchange one-way passenger business, except at Fort Worth and the Missouri, afforded the officials at headquarters a good deal of quiet fun.

Out of Mr. Gould's Line. When one remembers that Mr. Gould was never bothered with the dry detail of business such as this action surely was that he was on a sick bed when the first step was taken to meet the boycott of the Rio Grande Western and allied lines in withdrawing round-trip tickets on sale at common points, the humor of the assertion is apparent. The second step, while contemplated for a very long time, was the withdrawal of the Union Pacific from the operation of the road entirely in the hands of its trusted lieutenant, Mr. Clark, and to him belongs the credit of having carried out the warlike movement on the part of the Union Pacific in a mutual boycott of the largest proportions in railroad history.

Mr. Gould was never consulted about the first step taken to meet the boycott of the Rio Grande Western because he had faith in the ability of the man who was placed at the head of the Union Pacific system, and he did not want to be harried with every trifling detail of business. Gould's interests were too vast, his mind was upon greater problems than how to meet a boycott of a rival line. That belonged entirely to the executive department of the road.

The Union Pacific is now ready to take still further action on the offensive. As soon as World's fair rates are set, the company will start the running time of through trains, in connection with the Northwestern, from Chicago to Portland, in less than 48 hours, less than via any other line. At the same time it will put on a corresponding train service with the Alton, via Kansas City, in less than 48 hours, less than via any other line. This will wake up the Northern Pacific system, and involve all the transcontinental lines in a contest of time if not in one of rates.

CHANGES CONTEMPLATED.

Mr. Dickinson, when shown the item, said: "There has been absolutely no talk about the running time of trains. We are now twenty-four hours in advance of the Northern Pacific into Portland and that will suffice for a time at least."

Some time ago the Northern Pacific was forced to take off one of its trains, presumably on account of poor business, and lately we have seriously considered the possibility of doing the same thing. But after thinking the matter over, taking into consideration that quite often we would have to put on an extra to take care of the business, it was decided not to have to be attached to the regular train to meet the demands of the traveling public, and that necessarily trains would be late into Portland because of the increased business, I decided to continue running the regular trains, even if at a loss, for the time being, for traffic is unusually light recently. However, business is picking up again and everybody is correspondingly happy."

ON THE INTERSTATE COMMERCE ACT.

Joseph Nimmo, Jr., Will Discuss the Subject in the Railway Age. CHICAGO, Ill., Jan. 26.—An article on the interstate commerce act from the pen of the well known statistician, Joseph Nimmo, Jr., will appear in the forthcoming number of the Railway Age. First it embraces provisions which, in a rather vague and uncertain manner, seem to confer upon the commission the power of rate-making. The interstate commerce commission has been asked to speculate upon the question as to whether it does or not possess that power; also as to the conditions under which it should be permitted to maintain, for reasons it is unnecessary to elaborate here, that the exercise of such power by the national government is unconstitutional, un-American and opposed to sound principles of public policy.

The second error involved in the interstate commerce act relates to the equally uncertain function of the commission in the matter of certifying lines and entering into traffic arrangements, whereby the American railroad system springs into existence. This involves the error of rate making as well as that of meddling with the business of the government of the commercial interests of the country—a line of procedure which the lessons of our political and commercial experience repel. Such interference with the industrial interests of the country may result in the obliteration of positions and in apparent exigencies which would betray the law-making power into vain expedients in the face of an attempt to circumvent, firmly established principles of American liberty, but they can require no pertinent mention in the governmental policy of this country.

On the subject of pooling agreements Mr. Nimmo has to say: The agreement as to the appointment of traffic is the corollary of the rate agreement. The former is no more a restraint of competition than is the latter, and both are destructive competition which runs to disorder. This is not theory, but can be proved by the theory. It is fact, indicated by the hard lessons of actual experience. When the people of this country come to realize the important truth, as they certainly will, and to impose upon their representatives, legislative assemblies the duty of conforming the laws of the country to this natural law of the American railway system, then, and not until then, will the system become an orderly and self-regulating institution.

Will Reduce Commissions. John Sebastian, chairman of the committee of the Western Passenger association, in charge of the question of commissions on immigrant business, reported at a meeting today, the object of which was to establish uniform commissions within the territory of the association. Among those present were representatives of the leading steamship agencies. Each declared its favor for reducing commissions to the normal basis and maintaining them at the figure agreed upon. After the conference was over the committee held a meeting to prepare a report to be submitted at the next meeting of the Western Passenger association.

Victory for the Rock Island. Judge Collins today entered a decree in the case of the Rock Island road against the city of Chicago. The case involved the title to a strip of land on Sherman street and one on Pacific avenue adjacent to the depot. The city claimed to have title by user. The decree is thoroughly in favor of the Rock Island. An effort was made on behalf of the city to obtain a form of decree which would not settle the question of title and would permit the city to begin ejectment suits. The court, however, made the injunction perpetual, restraining the city from interfering with the possession of the defendant. The case will be taken to the supreme court, as the land is valued at over \$100,000.

This circular sent out by the management of Wells, Fargo & Co.'s express is of interest

TO OTHERS THAN THE EMPLOYEES OF THAT COMPANY.

WELLS, FARGO & COMPANY, OFFICE OF THE PRESIDENT, SAN FRANCISCO, CAL., Jan. 26.—To Employees of Wells, Fargo & Co.'s Express: Gentlemen—In wishing to aid in perpetuating a pleasant recollection of the great commercial event of the present year, to-wit, the World's Columbian Exposition in Chicago, Illinois, and to secure at the same time a little remembrance of our friendly relations with you, we have arranged to present you with a specimen of the souvenir coin, of which the government coins are designed simply as souvenirs or keepsakes, and as such will, it is thought, retain in value from year to year. In this spirit our presentation is made, with the hope that you will be pleased to accept it. The distribution of these coins, which are ready to be made through superintendents and route agents of the company, to whom please apply for one in writing (office agents, however, are not authorized to do so), is being made by the superintendent and messengers, etc., to the route agents, giving names, occupations and addresses. Prompt attention will facilitate the distribution. The coins will be ready for distribution on the 1st of February, and all a happy and prosperous new year, I am, very truly, JOHN S. ALLEN, PRESIDENT.

STANDS IN WITH THE RAILROADS.

It is asserted that Pacific Mail and Transcontinental Association Work Together. New York, Jan. 26.—The Evening Post claims to have discovered a "secret contract," under which it holds the Pacific Mail company is directed in its operations by the Missouri, Pacific and other roads of the Transcontinental association. This contract, according to the Post, is a long document signed by James Smith on behalf of the Transcontinental association and George J. Gould on behalf of the Pacific Mail company. Its terms are said to show that the Pacific Mail company was receiving a subsidy from the government to develop American maritime commerce, and that it has bound itself to the Transcontinental association, to whose interest it is to support that commerce. The whole meaning of the contract is shown in section 3, which is quoted as follows:

The understanding and intention of this agreement is that the party of the first part (the Transcontinental association) shall, through agents appointed by itself, have an exclusive steamship control of all the routes of said steamship company, Pacific Mail between New York and San Francisco, and all other routes, and that the party of the second part (the Pacific Mail company) shall have room or capacity for more than three hundred tons in the event of its running three steamships per month, or for more than 40,000 tons in the event of its running four steamships per month, or for more than 50,000 tons in the event of its running five steamships per month, or for more than 60,000 tons in the event of its running six steamships per month, or for more than 70,000 tons in the event of its running seven steamships per month, or for more than 80,000 tons in the event of its running eight steamships per month, or for more than 90,000 tons in the event of its running nine steamships per month, or for more than 100,000 tons in the event of its running ten steamships per month, or for more than 110,000 tons in the event of its running eleven steamships per month, or for more than 120,000 tons in the event of its running twelve steamships per month, or for more than 130,000 tons in the event of its running thirteen steamships per month, or for more than 140,000 tons in the event of its running fourteen steamships per month, or for more than 150,000 tons in the event of its running fifteen steamships per month, or for more than 160,000 tons in the event of its running sixteen steamships per month, or for more than 170,000 tons in the event of its running seventeen steamships per month, or for more than 180,000 tons in the event of its running eighteen steamships per month, or for more than 190,000 tons in the event of its running nineteen steamships per month, or for more than 200,000 tons in the event of its running twenty steamships per month, or for more than 210,000 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steamships per month, or for more than 2,190,000 tons in the event of its running two hundred and nineteen steamships per month, or for more than 2,200,000 tons in the event of its running two hundred and twenty steamships per month, or for more than 2,210,000 tons in the event of its running two hundred and twenty-one steamships per month, or for more than 2,220,000 tons in the event of its running two hundred and twenty-two steamships per month, or for more than 2,230,000 tons in the event of its running two hundred and twenty-three steamships per month, or for more than 2,240,000 tons in the event of its running two hundred and twenty-four steamships per month, or for more than 2,250,000 tons in the event of its running two hundred and twenty-five steamships per month, or for more than 2,260,000 tons in the event of its running two hundred and twenty-six steamships per month, or for more than 2,270,000 tons in the event of its running two hundred and twenty-seven steamships per month, or for more than 2,280,000 tons in the event of its running two hundred and twenty-eight steamships per month, or for more than 2,290,000 tons in the event of its running two hundred and twenty-nine steamships per month, or for more than 2,300,000 tons in the event of its running two hundred and thirty steamships per month, or for more than 2,310,000 tons in the event of its running two hundred and thirty-one steamships per month, or for more than 2,320,000 tons in the event of its running two hundred and thirty-two steamships per month, or for more than 2,330,000 tons in the event of its running two hundred and thirty-three steamships per month, or for more than 2,340,000 tons in the event of its running two hundred and thirty-four steamships per month, or for more than 2,350,000 tons in the event of its running two hundred and thirty-five steamships per month, or for more than 2,360,000 tons in the event of its running two hundred and thirty-six steamships per month, or for more than 2,370,000 tons in the event of its running two hundred and thirty-seven steamships per month, or for more than 2,380,000 tons in the event of its running two hundred and thirty-eight steamships per month, or for more than 2,390,000 tons in the event of its running two hundred and thirty-nine steamships per month, or for more than 2,400,000 tons in the event of its running two hundred and forty steamships per month, or for more than 2,410,000 tons in the event of its running two hundred and forty-one steamships per month, or for more than 2,420,000 tons in the event of its running two hundred and forty-two steamships per month, or for more than 2,430,000 tons in the event of its running two hundred and forty-three steamships per month, or for more than 2,440,000 tons in the event of its running two hundred and forty-four steamships per month, or for more than 2,450,000 tons in the event of its running two hundred and forty-five steamships per month, or for more than 2,460,000 tons in the event of its running two hundred and forty-six steamships per month, or for more than 2,470,000 tons in the event of its running two hundred and forty-seven steamships per month, or for more than 2,480,000 tons in the event of its running two hundred and forty-eight steamships per month, or for more than 2,490,000 tons in the event of its running two hundred and forty-nine steamships per month, or for more than 2,500,000 tons in the event of its running two hundred and fifty steamships per month, or for more than 2,510,000 tons in the event of its running two hundred and fifty-one steamships per month, or for more than 2,520,000 tons in the event of its running two hundred and fifty-two steamships per month, or for more than 2,530,000 tons in the event of its running two hundred and fifty-three steamships per month, or for more than 2,540,000 tons in the event of its running two hundred and fifty-four steamships per month, or for more than 2,550,000 tons in the event of its running two hundred and fifty-five steamships per month, or for more than 2,560,000 tons in the event of its running two hundred and fifty-six steamships per month, or for more than 2,570,000 tons in the event of its running two hundred and fifty-seven steamships per month, or for more than 2,580,000 tons in the event of its running two hundred and fifty-eight steamships per month, or for more than 2,590,000 tons in the event of its running two hundred and fifty-nine steamships per month, or for more than 2,600,000 tons in the event of its running two hundred and sixty steamships per month, or for more than 2,610,000 tons in the event of its running two hundred and sixty-one steamships per month, or for more than 2,620,000 tons in the event of its running two hundred and sixty-two steamships per month, or for more than 2,630,000 tons in the event of its running two hundred and sixty-three steamships per month, or for more than 2,640,000 tons in the event of its running two hundred and sixty-four steamships per month, or for more than 2,650,000 tons in the event of its running two hundred and sixty-five steamships per month, or for more than 2,660,000 tons in the event of its running two hundred and sixty-six steamships per month, or for more than 2,670,000 tons in the event of its running two hundred and sixty-seven steamships per month, or for more than 2,680,000 tons in the event of its running two hundred and sixty-eight steamships per month, or for more than 2,690,000 tons in the event of its running two hundred and sixty-nine steamships per month, or for more than 2,700,000 tons in the event of its running two hundred and seventy steamships per month, or for more than 2,710,000 tons in the event of its running two hundred and seventy-one steamships per month, or for more than 2,720,000 tons in the event of its running two hundred and seventy-two steamships per month, or for more than 2,730,000 tons in the event of its running two hundred and seventy-three steamships per month, or for more than 2,740,000 tons in the event of its running two hundred and seventy-four steamships per month, or for more than 2,750,000 tons in the event of its running two hundred and seventy-five steamships per month, or for more than 2,760,000 tons in the event of its running two hundred and seventy-six steamships per month, or for more than 2,770,000 tons in the event of its running two hundred and seventy-seven steamships per month, or for more than 2,780,000 tons in the event of its running two hundred and seventy-eight steamships per month, or for more than 2,790,000 tons in the event of its running two hundred and seventy-nine steamships per month, or for more than 2,800,000 tons in the event of its running two hundred and eighty steamships per month, or for more than 2,810,000 tons in the event of its running two hundred and eighty-one steamships per month, or for more than 2,820,000 tons in the event of its running two hundred and eighty-two steamships per month, or for more than 2,830,000 tons in the event of its running two hundred and eighty-three steamships per month, or for more than 2,840,000 tons in the event of its running two hundred and eighty-four steamships per month, or for more than 2,850,000 tons in the event of its running two hundred and eighty-five steamships per month, or for more than 2,860,000 tons in the event of its running two hundred and eighty-six steamships per month, or for more than 2,870,000 tons in the event of its running two hundred and eighty-seven steamships per month, or for more than 2,880,000 tons in the event of its running two hundred and eighty-eight steamships per month, or for more than 2,890,000 tons in the event of its running two hundred and eighty-nine steamships per month, or for more than 2,900,000 tons in the event of its running two hundred and ninety steamships per month, or for more than 2,910,000 tons in the event of its running two hundred and ninety-one steamships per month, or for more than 2,920,000 tons in the event of its running two hundred and ninety-two steamships per month, or for more than 2,930,000 tons in the event of its running two hundred and ninety-three steamships per month, or for more than 2,940,000 tons in the event of its running two hundred and ninety-four steamships per month, or for more than 2,950,000 tons in the event of its running two hundred and ninety-five steamships per month, or for more than 2,960,000 tons in the event of its running two hundred and ninety-six steamships per month, or for more than 2,970,000 tons in the event of its running two hundred and ninety-seven steamships per month, or for more than 2,980,000 tons in the event of its running two hundred and ninety-eight steamships per month, or for more than 2,990,000 tons in the event of its running two hundred and ninety-nine steamships per month, or for more than 3,000,000 tons in the event of its running three hundred steamships per month, or for more than 3,010,000 tons in the event of its running three hundred and one steamships per month, or for more than 3,020,000 tons in the event of its running three hundred and two steamships per month, or for more than 3,030,000 tons in the event of its running three hundred and three steamships per month, or for more than 3,040,000 tons in the event of its running three hundred and four steamships per month, or for more than 3,050,000 tons in the event of its running three hundred and five steamships per month, or for more than 3,060,000 tons in the event of its running three hundred and six steamships per month, or for more than 3,070,000 tons in the event of its running three hundred and seven steamships per month, or for more than 3,080,000 tons in the event of its running three hundred and eight steamships per month, or for more than 3,090,000 tons in the event of its running three hundred and nine steamships per month, or for more than 3,100,000 tons in the event of its running three hundred and ten steamships per month, or for more than 3,110,000 tons in the event of its running three hundred and eleven steamships per month, or for more than 3,120,000 tons in the event of its running three hundred and twelve steamships per month, or for more than 3,130,000 tons in the event of its running three hundred and thirteen steamships per month, or for more than 3,140,000 tons in the event of its running three hundred and fourteen steamships per month, or for more than 3,150,000 tons in the event of its running three hundred and fifteen steamships per month, or for more than 3,160,000 tons in the event of its running three hundred and sixteen steamships per month, or for more than 3,170,000 tons in the event of its running three hundred and seventeen steamships per month, or for more than 3,180,000 tons in the event of its running three hundred and eighteen steamships per month, or for more than 3,190,000 tons in the event of its running three hundred and nineteen steamships per month, or for more than 3,200,000 tons in the event of its running three hundred and twenty steamships per month, or for more than 3,210,000 tons in the event of its running three hundred and twenty-one steamships per month, or for more than 3,220,000 tons in the event of its running three hundred and twenty-two steamships per month, or for more than 3,230,000 tons in the event of its running three hundred and twenty-three steamships per month, or for more than 3,240,000 tons in the event of its running three hundred and twenty-four steamships per month, or for more than 3,250,000 tons in the